



The new Twentieth Street underpass at Birmingham, as it appeared on November 28, the day it was formally opened to traffic.

New Facilities Opened at Birmingham

By A. J. Lamb, Inspector

THE opening date for the use of the new 20th Street underpass at Birmingham was set for Saturday, November 28, and everything was in readiness for the show. Twentieth Street from Capitol Park to Five Points, nearly two miles, was lined with flags and bunting, and the master of ceremonies, W. A. Currie, arranged so that one parade would start from Capitol Park and another would start from Five Points so as to meet at the underpass at 11:00 o'clock. The speakers were stationed on a large truck at the north side of the underpass, and with microphones to radiocast all the speeches.

City Commissioner J. M. Jones, Jr., was first introduced, and he presented the underpass to the citizens of Birmingham. Mrs. Jones broke a bottle of ginger ale on the concrete wall, thus christening it in the most

approved style. On behalf of the people the underpass was accepted by D. A. Thomas, of the Chamber of Commerce. This was followed by expressions of kindly feeling by R. B. Pegram, vice president of the Southern Railway, and by W. E. Smith, our own general manager, all of which was greeted by the gathered throng with hearty applause.

Kindly reference was made by the master of ceremonies as to the part taken in this great undertaking by

our assistant general manager, Col. L. L. Morton; also by Special Engineer Edward Wise, Jr., who had general charge of the work; by J. W. Hoyt, resident engineer who handled it for the L. & N., and R. F. Holden for the Southern Railway. Special mention was made of City Engineer A. J. Hawkins who handled every feature of every change before it was authorized. All L. & N. track changes were made by Section Foreman Charles

G. Wilson who has had practically 30 years service with us, and this job will stand as a lasting monument to his good work.

After a half hour of speeches the city whistles were blown for five minutes, and then the two parading columns passed through the underpass and the crowds dispersed at noon, there being a continuous stream of floats and show vehicles for a full half-hour.



A portion of the crowd around the speakers' stand at the Birmingham dedication ceremonies on November 28.

All concerned have been driving as hard as they possibly could during the past three weeks to get the underpass at 20th Street opened for traffic. The concrete structure had been completed for some time, but the temporary tracks entering the north end of the train shed could not be abandoned until the butterfly sheds on the elevated grade had been made ready for passenger trains. On Friday, November 6, all service was transferred to the new location, and promptly thereafter the tracks across 20th Street were removed and steam shovel work began. Great throngs of people watched the work of lowering the street level, then the concreting of the new street foundation, then the placing of the paving and street car tracks, and the work was handled so systematically that the citizens were loud in their praise of the progress being made.

Work on the underpass at 18th Street is progressing rapidly, and that structure should be completed about the first of the year, which will then give the citizens of Birmingham seven direct improved connections from one side of town to the other across the L. & N. Railroad, at 14th Street, 18th Street, 20th

Street, 21st Street, 22nd Street, 24th Street, and First Avenue, of which three are underpasses and four are viaducts.

All work in connection with this

four million dollar separation of grades project should be completed next spring and the job then turned over to the maintenance department in good shape.

Your Help Is Needed

By E. Kirk and G. L. Phillips

Secretary and Treasurer, Kentucky Railroad Employees and Citizens League

THE Kentucky Railroad Employees and Citizens League has been functioning since August 7, 1931, at which time the name was changed from the "Falls Cities Ship-by-Rail Club" for the purpose of making a State-wide campaign. To date we have been very successful with our achievements for we have organized a number of branch organizations and visited very nearly all the towns upon the railroads of Kentucky. In turn we have through fair practice put the general public in a friendly attitude, creating sentiment against unjust, unfair competition of buses and trucks and the adverse effect they have on the employees we are representing.

It must be considered that railroad employees are among the largest

taxpayers in any community, for a large portion of them are homeowners, paying real estate taxes, personal and so on. They own automobiles upon which they still pay all the taxes that go along with the luxury.

Let the merchants and professional people think! Every pay check a railroad employe draws is spent and deposited in the community he lives in, and every time an employe is thrown out of employment the same merchant and profession loses this employe's buying power. So use the rails to your own advantage.

Again your insurance companies reap the benefit of the employees and their families, for they carry life insurance, fire, tornado, automobile and so on. But every time an employe is thrown out of service, 75% of this insurance has to be dropped.

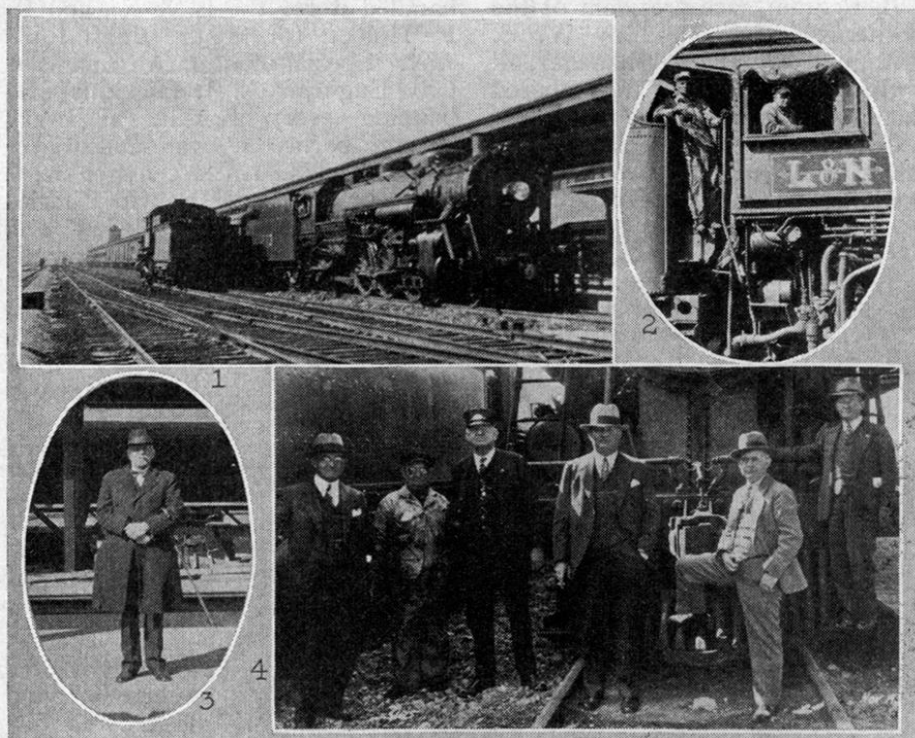
Think this over, Mr. Business Man, and help put buses and trucks under the same regulation as the well-regulated railroads. By this regulation it will help cut your taxes, for, as you know, roads will not have to be built as often if they are used only by the light trucks of our merchants and farmers and by pleasure cars, and not by the heavily loaded trucks that are now using the highway for a profit. If these heavy trucks are regulated in accordance with the railroads, they are bound to pay as they go.

Have you stopped to consider that part of every dollar paid by the railroads for taxes goes toward the maintenance of the highways for the benefit of this unfair competition of buses and trucks, and yet the railroads have to maintain their own right-of-way for their transportation system to operate?

Think this over!

Help this organization put buses and trucks under state and interstate regulation.

Prevail upon your Senators and Congressmen at Washington to enact suitable regulation for buses and trucks, as well as upon your State Senators and Representatives.



1. Passenger train No. 2, the first to use the new elevated grade facilities at Birmingham passenger station, shown on arrival at the station on November 6, 1931. 2. Fireman Calloway Carmichael and Engineer J. W. Featherstone, engine crew on the first train. 3. Fergus W. McCarthy, Birmingham attorney, who was present when the first train entered the former Birmingham shed on April 1, 1887, was also there when the first train entered the new shed on November 6, 1931. 4. Standing in front of No. 2's engine at Birmingham passenger station, left to right: Master of Trains R. E. Weaver, Engineer J. W. Featherstone, Conductor A. R. Dye, Special Engineer Edward Wise, Jr., Assistant Superintendent J. E. Brownlie, and Assistant Master of Trains A. E. Davitt.